

North America Emission Control Area Fuel Oil Non-Availability Report

## ECA0100	Carnival Cruise Line	Carnival Victory
## 1	2	3
##		
##(Include Double Pound for comments, not form fields)		
##Report Form ID	Ship Operator Name	Vessel Name

PA	9172648	NA Please see field 35	NA Please see field 35	NA Please see field 35
4	5	6	7	8

Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice	Name of Ports after First Notice
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Freeport, Bahamas

NA Please see field 35

9

10

Name of Last Port before ECA Entry Name of Port with Fuel Oil Supply Disruption

NA Please see field 35

NA Please see field 35

10/4/2016

11

12

13

Name of Original Fuel Supplier with Disruption Number of Fuel Suppliers Contacted Date of Entry in the ECA

22:30 2.61 % m/m
14

NA
15

16

Time of Entry in the ECA Sulfur Content of Non-Compliant Fuel Oil Projected Hours on Main Propulsion

Port Canaveral, FL Y
17

Y
18

19

Name of First POC Compliance Fuel Oil Available at First POC? Plan to Bunker Compliant Fuel Oil at First POC?

NA	NA	NA	
	20	21	22

Number of fuel suppliers contacted at First POC Name of Second POC Compliant Fuel Oil at Second POC?

NA

NA

23

24

Plan to Bunker Compliance Fuel Oil at Second POC? Number of Fuel Suppliers Contacted at the Second POC?

NA Please see field 35	NA Please see field 35	Y
25		26

27

Date of Exit from ECA? Time of Exit from ECA? Has this vessel operated in the ECA in previous 12 months?

71
28

2 N
29

30

Number of Separate Visits to the ECA Number of Ports visited in the ECA Previously submitted ECA0100 forms?

		<u>blobo2@carnival.com</u>	
1	Benton Lobo on Behalf of Rabih Aboudargham	<u>raboudargham@carnival.com</u>	
31		32	33

Number of Submitted Reports	Designated Corporate Official Name	Designated Corporate Official E-mail
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For the sake of Securing the Safety of the ship from Hurricane Matthew, Master of the Vessel requested permission from USCG Pt Canaveral Sector to burn HFO while inside the ECA zone.

Vessel Departed from Port Canaveral early at 11:00am on 10/05/2016 and run at full speed southbound west of key west inorder to avoid the Hurricane Matthew.

In order to preserve the MGO for the returning voyage to Port Canaveral the Master decided to burn HFO while inside the ECA.

Planned Voyage is to stay at all time outside the 12 NMLS from the nearest Land, well clear from the PAth of Hurricane Matthew.

Timings and Positions of Fuel Oil changeover will be recorded and stated in the Napa E-Log

Appropriate entries in the ORB Part III, E "explaining the reasoning why not using compliance fuel in ECA" will be made accordingly.

Please see attached email communication sent to USCG from the Master of the Vessel

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Designated Corporate Official Phone Number	Description of Actions to Achieve Compliance
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